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TURNING FINALS: FLYING THE '6 - continued from previous issue.

by John A. Marshall

The captain hand-flies the approach, eyes glued to the Zero Reader, a primitive forerunner of today's flight director. The control is mounted in the center of the glare-shield, an awkward angle for either pilot. Its two needles wavered in front of the captain; the copilot was totally out of the loop. Like today's sophisticated electronics, the principle was the same: zero the needles.

Now there is a tingling in the groin, in the seat of the pants as the ground creeps up. Closer and closer we come to the decision height; that point in space hanging a few hundred feet above the ground where we must abandon the approach if there is still nothing to be seen. There is no radio altimeter here, no flight director, no Category Two. The baro needle stutters its way down the dial, and the copilot intones the altitudes as we descend, and then finally those definitive words spoken sharply, like a command, "Minimums! No contact!" Almost instinctively, you raise your feet off the floor of the cockpit; you can almost feel the runway rushing by unseen beneath.

Things are happening fast now; the captain calls rapidly for rated power and commands the raising of the landing gear. The airplane almost groans in its response; it is almost human in its reluctance to keep flying. So close to home, and yet so far away! This sixty-ton mass must be arrested in its descent and pointed once again for the sky. Hands fly about the darkened cockpit as the airplane, just a moment ago so close to returning to earth must now gird itself and fly a while longer. For just a fleeting instant, no longer than a second, the pilots catch a tantalizing glimpse of runway lights glowing dimly through the fog below; they race by almost faster than the eye can see.

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Please note - we have changed the access to the online newsletters so that you will need a password to access them. We're hoping this will help past members who haven't paid their dues to do so, in order to read the newsletter. This password will also give you access to the membership & phone list. GO TO OUR WEBSITE AT: www.clipperpioneers.com.

Click on the "Members Only" button on the righthand side. The password will be: captain.

Dues are \$20 a year or \$80 for the 4 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

TURNING FINALS: FLYING THE '6

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Now a new plan must be made. It is useless to dally here in the Zone. Precious fuel is being burned and it is clear that this flight is not going to be landing at Tempelhof. The nearest alternates are on the other side of the Iron Curtain, 180 miles away. While the airplane is being cleaned up and the gear and flaps tucked safely away, the captain is on the radio to the dispatch center. The fuel status and the weather in the west are the primary topics, and then a discussion on where best to put the airplane and passengers for the night.

A decision is made, and while the first officer negotiates a clearance to go back out through the corridor, the captain gets on the PA and gives the passengers the good news. He speaks in cool measured tones, as though flying a dicey approach into one of the most difficult airports in the world was something that he did every day. We climb back to a westbound cruising altitude and point the nose westward. We still have another hour before our day is done.

NOVEMBER 1957 – SEARCH FOR THE 944 - *continued from previous issue*

by Cliff Pierce

Written Jan. 6, 2004

It's surprising how much stuff you will see floating in the ocean a thousand miles from land. At first we jumped at nearly every box, crate or whale, but soon realized we'd be seeing lots of garbage and flotsam thrown from ships. We were looking for seats, pillows, blankets, clothing - - even bodies scattered among the white caps. At one point Capt. Jim Roberts came running back into the cabin yelling, "dye marker!, dye marker!" He ran back along the leftside windows trying to keep it in sight as the pilot doing the flying turned the plane around. A smoke bomb was dropped to mark the spot. We descended to 150 feet to get a better look. It turned out to be a mostly submerged oil drum leaking a yellowish substance that reflected the sun. A false alarm.

When our fuel gauges told us to end our search for the day, we went on into Honolulu landing around 10 p.m. We had been in the air for 19 hours.

We left HNL the next morning and resumed the search. Once again we found no trace of the 944. The area was saturated with military aircraft, cargo vessels, the liner Matsonia, a submarine and an aircraft carrier covering hundreds of miles in all directions.

When it again came time to leave, we headed for SFO. We later learned that wreckage and bodies had been found about 90 miles north of our search area and that some had been recovered, all wearing life jackets. A flight attendant was found jacketed and strapped in a seat. There were no survivors. A stopped wristwatch one of the bodies made it evident that they had hit the water just 22 minutes after Captain Brown had issued his last position report and 'all's well'.

Somewhere in the depths of the Pacific Ocean a thousand miles west of San Francisco, the remains of Romance of the Skies, her passengers and crew have lain in their final resting place for nearly half a century. The cause of their plunge remains a mystery.

<p>REMINDER: CLIPPER PIONEERS NEWSLETTER'S LAST PRINT EDITION WILL BE DEC. 2018</p>
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THE EVACUATION OF BURMA

*By I Wayne Eveland
Captain, Pan Am Africa*

On December 4, 1941, Wayne Eveland was one of a group of new-hire Pan Am pilots that left Washington, DC, to fly the Pan Am - Africa routes from Accra to Cairo. They were soon onboard a Boeing 307 bound for San Juan, which would connect with a flying boat to cross the Atlantic to Africa. Within months he was among the Pan Am/Africa pilots thousands of miles further east, flying the notorious Hump between India and China for the 10th Air Force.

For my co-pilot, Leo E. Viens, and myself, the China-Burma-India story began with a simple announcement on the pilots' Bulletin Board at Accra stating that the Tenth Air Force in India was asking for volunteers for temporary duty assignments that might include service in an active war sector. No details were mentioned.

Leo agreed this would give us a chance to see something of India and the Far East, and I signed us up. We left Accra on the 9th of April 1942 and finally arrived at Dinjan, India, in the northeast extremity of India, on the 17th. We learned many facts the bulletin board had failed to mention.

The Japanese had taken the seaport cities of China and Burma and were marching north [through Burma] against light resistance to isolate China by cutting the Burma Road. Sick and wounded soldiers, as well as thousands of refugees, were fleeing north in hope of air evacuation to India before the Japanese overtook them. In April and May, less than one dozen PAA-Africa crews, less than a half dozen each of Army Air and CNAC crews, and a dozen or less RAF crews, saved many thousands of soldiers and refugees from death or imprisonment in Burma.

The aircraft were unarmed. Every flight was overloaded. The aerial maps were often in error. There was no oxygen, although altitudes of 19,000 feet were common in storms over some of the most rugged mountains on earth. Radio aids were non-existent, yet let-downs were usually to airfields in deep valleys. Few if any aircraft were equipped with de-icing equipment, though ice was common.

The main evacuation point was Myitkyina, Burma, at the northern end of a rail line, about 250 miles north of Mandalay. Each day more and more wounded and refugees crowded the airstrip; toward the end it was pandemonium. PAA captains gave first priority to stretcher cases, wounded, women and children. Often Burmese ladies would say all the children in their charge were their own. We knew they probably included children of sisters, brothers, in-laws, and whatever, but how could we tell? We piled them on board. When the seats were filled we kept stacking them aboard sitting and standing. Before takeoff we crowded everyone forward to get the weight forward. We filled the baggage areas behind the pilots with people. We could not save them all, but we saved thousands.

One pilot, Captain Hubbard, flying on instruments in a heavy rainstorm, was disoriented by lack of radio

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**Keep the memories alive! Send in your stories to sue@clipperpioneers.com.
If you know of upcoming events, can pass on good stories by others that
you think our members would enjoy, or any other information,
please pass that along to us too!**

THE EVACUATION OF BURMA

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aids and almost out of gasoline and made a successful forced landing in a rice paddy. After unloading ammunition at LioWing, China, I was bombed on 28 April and the tail assembly was blown away. When emergency repairs were completed, the plane was loaded with 40 or 50 sick, wounded, and refugees who were delivered safely to India. On another occasion Leo and I made a successful mercy flight from Myitkyina to India with 74 passengers plus a crew of two, a total of 76. We believed this to be a world record for a DC-3 designed for only 26 passengers. The overloading punishable by court-martial in peace time was justified by humanitarian concerns in a wartime emergency.

Japanese bombers and fighters often entered the area where we were picking up wounded and refugees, but they did not worry PAA pilots nearly as much as the abominable weather. Mountain peaks jutted into the clouds where rescue planes usually were on instruments. I am sure the dangerous mountains and terrible weather protected us more from Japanese interceptors than a fighter escort could.

The greatest worry for most pilots was how to find the airport without radio assistance. Although a few of our airports had radios, they seldom were turned on, because Japanese planes could "home" on them.

Dinjan was in a deep valley surrounded by mountains. Returning there on instruments, not knowing whether he had a headwind or a tailwind, with only "time and distance" calculations to rely on, the pilot began his let-down when he HOPED he was above the ridge into the valley. If he assumed a headwind but had a tailwind he would overfly the base and hit the ridge beyond. If he assumed a tailwind but had a headwind, he would undershoot and hit the closer ridge. Gauging the minute to start the let-down was playing "Russian roulette".

The next morning PAA crews were in their aircraft at Dinjan waiting for the takeoff signal. Leo Viens and I were supposed to be the first out. Meanwhile, two British DC-3s took off for Myitkyina. Finally operations canceled our mission. Later we learned that Dallas Sherman, who led the PAA pilots assigned to the 10th Air Force, had insisted that the Air Force send its only P-40 to determine whether the Japanese had taken over the Myitkyina airfield during the night, before he would release PAA crews to fly there. Meanwhile a radio report came back from Myitkyina that the two British aircraft had landed but had been destroyed by Japanese fighters, and that the Japanese now controlled the airfield.

In all, the airlift evacuated 3,564 women, children, and wounded soldiers from Burma. When Burma fell, the Hump route became the only access to China. Thanks to Dallas Sherman, Leo Vein and I are still around to recount these facts.

This story originally appeared in "The Clipper", the newsletter of the Pan Am Historical Foundation.

On the Lighter Side...

Controller to aircraft that just landed: "Bear right, next intersection"

Pilot: "Roger, we have him in sight"

Pan Am Historical Society has a Facebook page. You can view it here:
<https://www.facebook.com/pages/Pan-Am-Historical-Foundation/226994925218>

GREAT OPPORTUNITY TO VISIT NORMANDY AND OMAHA BEACH!

What a great opportunity to visit all of Normandy and Omaha Beach. The Pan Am Reunion Cruise departing Boston 24 April next year has some great port calls, including 16 hours in Le Havre and 10 hour in Cherbourg, France. That gives you plenty of time to visit the Battle of Normandy Museum in Bayeux, the Airborne Museum in Sainte-Mere-Eglise, Caen's, Deauville and the beautiful village of Honfleur, plus much more.

We will be on Royal Caribbean's ship, "Serenade of the Seas", with additional stops at Cork, Ireland, Portland, Dorset on the south coast of England, Bruges, Belgium, Amsterdam, Netherlands (at the peak of the tulip festival), Gothenburg, Denmark and our final stop, Copenhagen, Denmark where you can visit as long as you like.

Flights returning to the U.S. in mid May should be a good time to travel; the tourist season has not begun.

Also sometime starting July, Royal Caribbean will make arrangements and publish return flights home. We still have cabins at great prices, a deposit will lock in the current price, starting at \$1279.00. Call Interline Travels at [1-888-592-7245](tel:1-888-592-7245) or Carmen's Cell [786-252-7838](tel:786-252-7838) or e-mail interlinetravels@yahoo.com. You can always call me at [305-238-0911](tel:305-238-0911) or e-mail stunjune@aol.com. This Cruise is for all the Pan Am folks and their friends, so help me spread the word , forward it to your friend. Thanks, Stu

2015 SERENADE OF THE SEAS ITINERARY

24-Apr	Boston, Massachusetts	5:00 PM
25-Apr thru 30 April	Cruising	
1-May	Cork, Ireland	9:00 AM - 5:00 PM
2-May	Portland (Dorset), UK 1	1:00 AM - 9:00 PM
3-May	Le Havre (Paris), France	7:00 AM - 11:00 PM
4-May	Cherbourg, France	7:00 AM - 5:00 PM
5-May	Zeebrugge (Brussels), Belgium	9:00 AM 7:00 PM
6-May	Amsterdam, Holland	10:00 AM 9:00 PM
7-May	Cruising	
8-May	Gothenburg, Sweden	8:00 AM - 5:00 PM
9-May	Copenhagen, Denmark	6:00 AM

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MORE ON THE CLIPPERS PIONEERS WEBSITE!

We've updated our website! Check out the Clipper Pioneers online www.clipperpioneers.com - for announcements, videos about Pan Am, and other interesting articles and photos! The "In Memory Of..." page features more information about those who have passed on than what we can print here, and the current list of members is also available for paid members. There is also a great list of "resources" available.

***Please update your email address and phone number if it's been changed!
Email or write to Jerry Holmes - 192 Foursome Drive, Sequim, WA 98382
or email to: jerryholmes747@gmail.com***

PAN AM REUNION CRUISE ~ APRIL 24 - MAY 9, 2015

ROYAL CARIBBEAN'S SERENADE OF THE SEAS

Dear Pan Amers:

Once again we prepare for our next much welcomed Pan Am reunion cruise. We are honoring the many requests for a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 15 day cruise, departing Boston to Copenhagen, starts off with six relaxing days at sea. Plenty of time to reach out to old friends, take a spa treatment, movies to watch and much, much more. Expect a great time.

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, exploring famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide you with a lifetime of memories to cherish. Family and friends are most welcomed.

Rates: Prices are per person, double occupancy, cruise only and based on availability at time of booking. Once our allotment is gone prevailing rates will take effect. Singles pay 200% of cruise fare and port charge. Port charges (\$240) and taxes (\$280.94) additional. Call in your reservation now; a deposit of \$450 per person will lock in the current price which may increase in the future. As usual, all major credit cards are accepted but checks are preferred in an attempt to keep down credit card fees and pass the savings toward our onboard amenities, onboard parties and the like. **DON'T DELAY !**

Insurance is available and highly suggested and is priced by category chosen. Inquire on your price. More information will come with your invoice.

Inside from \$1279 / Outside from \$1749 / Balcony from \$1979.

PRICE UPDATE: Those guests booked with deposits before May 30 may be eligible for a further discount depending on category booked, your Crown & Anchor status and of course assuming the price will be less than our group rates.

Call Interline Travels at 1-888-592-7245 or
Carmen Jaquet's cell 786-252-7838 (Pan Am Cruise Coordinator).

Email interlinetravels@yahoo.com.

My line may be tied with many calls for this cruise;
please be patient and leave your message and I will get to you ASAP. Thank you.

Address - 456 MERLIN CT. , TALLAHASSEE, FL 32301

Feel free to contact Stu Archer former Pan Am pilot and cruise consultant at 305-238-0911.
Email stunjune@aol.com.

Having trouble viewing the membership list online? When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

*...and God will lift you up on Eagle's Wings, bear you on the breath of dawn,
make you to shine like the sun and hold you in the palm of His hand.*

IN MEMORIAM

Thomas L. "Tom" Cope, 75, of Bethel, PA and formerly of Manheim, passed away unexpectedly at Thomas Jefferson University Hospital on Saturday, August 9, 2014 after enjoying one final, wonderful family vacation to Bethany Beach, DE. He was a pilot for Pan American Airways in the 60's and 70's. He proudly served in the United States Air Force during the Vietnam War, flying KC-135's and receiving several medals and commendations. Tom also retired as Lieutenant Colonel after twenty-seven years with the 193rd Special Operations Group of the PA Air National Guard, where he flew C-130's and served as interim commander. After accumulating over 10,000 flying hours without a single accident, he received the Meritorious Service Medal and the PA Commendation Medal.

Roy F. Eckert, Oct. 11, 1916 – Aug. 27, 2014. During his 32-year career, Roy flew many piston-engine commercial aircraft, including the Martin M-130 "China Clipper," Douglas DC-3, DC-4, DC-6, DC-7C and Boeing 377 Stratocruiser. When he finally checked out as Captain, it was on the first jet flown by Pan Am, the Boeing 707.

For more information about each of these friends who will be missed, click on "In Memory Of..." at our website: www.clipperpioneers.com. Know of someone from Pan Am who has passed? Email the obit to Jerry Holmes at jerryholmes747@gmail.com

Tips for Safety in Living:

Bathroom Safety

- ◆ Leave a light on in your bathroom at night.
- ◆ Use recommended bath aids, securely installed on the walls of the bath/shower stall and on the sides of the toilet.
- ◆ Skid-proof the tub and make sure the bath mat has a non-slip bottom.
- ◆ To avoid scalds, turn water heater to 120 degrees Fahrenheit or below.
- ◆ Mark cold and hot faucets clearly.
- ◆ Use door locks that can be opened from both sides.
- ◆ If possible, bathe only when help is available.

Kitchen Safety

- ◆ Keep floors clean and uncluttered.
- ◆ Illuminate work areas.
- ◆ Mark "on" and "off" positions on appliances clearly and with bright colors.
- ◆ Store sharp knives in a rack.
- ◆ Use a kettle with an automatic shut off.
- ◆ Store heavier objects at waist level.
- ◆ Store hazardous items separate from food.
- ◆ Avoid wearing long, loose clothing when cooking over the stove.
- ◆ Make sure food is rotated regularly. Check expiration dates.

Six Mistakes Smart Seniors Make Online

Here are six of the most common mistakes smart seniors make, and how you can avoid them:

1. *Forward jokes or links to YouTube videos.* When a friend sends you an email with a link to a website with a funny joke or to a YouTube video. It may look harmless, but if you click on the link it could take you to a website that tries to harvest your account passwords or other personal information that could be used to make you a victim of identity theft. And if you pass on the email with the link to a friend, they could fall for into the same trap. If you have any doubts about links in an email or who sent it, don't click on anything. Delete the message and empty your email program's trash folder so you don't inadvertently open it at some other time.
2. *Reveal too much on social networking sites.* Sites like Facebook and Twitter encourage you to share "What are you doing?" But it's easy — and dangerous — to over share. Avoid announcing dates of vacations because it can be an open invitation to thieves to break in while you're away. Don't list your birth date or your city of birth for everyone to see — that information can be used to help identity thieves figure out your Social Security number and possibly open accounts in your name.
3. *Include your email address when posting comments online.* If you include your email address in a comment on a blog or other website, you leave yourself open to getting spam or more malicious emails in the future. That's because hackers use software programs to "scrape" email addresses off of websites and harvest those names for spam lists or worse. They may even target your email to spread computer viruses, worms or botnets. Protect your email address from being captured by spelling out the "at" and "dot" instead of using the symbols so it won't be picked up by the software scraping programs.
4. *Shop on unsecured websites.* Going online to buy books, movie tickets or airfare for a vacation is as easy as hitting "Enter." But credit card numbers and other financial information might not be safe if the website you're using doesn't have strong security measures built in. Before starting any kind of financial transaction, check if the website uses a widely recognized security protocol called SSL (you'll know it's there if you see a small padlock in the bottom right-hand corner or elsewhere on the Web page). Or look for an even stricter security protocol called EVSSL that turns your Web browser's URL address bar green if it's activated. You can also tell if a site's safe if it has a trust seal from an organization such as VeriSign, TRUSTe or the Better Business Bureau, which award these symbols to companies that meet stringent security requirements.
5. *Fail to backup your computer data.* The more time you spend online, the more important it is to back up your computer. Think of how devastated you'd be if your hard drive crashed and you could no longer access those digital pictures of your grandchildren or if a virus wiped out all your email contacts or your digital music collection. To keep email addresses, digital photos, videos, and music and other valuable data safe, back up your computer on a regular basis, either to CDROM disks or to an online backup service.
6. *Ignore security software upgrades and patches.* Antivirus and antispyware programs are the first lines of defense against viruses and other malware that could infect and damage your computer. They won't do any good, though, if you don't use them. When you get notices that upgrades or patches are available, download and install them immediately. Better yet, set your program to auto update so upgrades happen automatically. If you're unsure how to do this, ask a more tech-savvy relative or friend, or consult with a tech expert at a local computer store or computer repair service: they should be able to walk you through the steps so the next time you can do it yourself.

(from Norton Antivirus website)